

"Remedy action: A warning label on the back of the headlamp housing near the bulbs indicates the correct bulb type designation to be used. (A retooling or labeling of the lens with the proper markings will cause the headlamp photometry to fail in terms of photometric performance.)"

Interested persons are invited to submit written data, views, and arguments on the application of Van Hool, described above. Comments should refer to the docket number and be submitted to: Docket Section, National Highway Traffic Safety Administration, Room 5109, 400 Seventh Street, SW, Washington, D.C., 20590. It is requested but not required that six copies be submitted.

All comments received before the close of business on the closing date indicated below will be considered. The application and supporting materials, and all comments received after the closing date, will also be filed and will be considered to the extent possible. When the application is granted or denied, the notice will be published in the **Federal Register** pursuant to the authority indicated below.

Comment closing date: May 19, 1997.

(49 U.S.C. 30118 and 30120; delegations of authority at 49 CFR 1.50 and 501.8)

Issued on: April 15, 1997.

L. Robert Shelton,

Associate Administrator for Safety Performance Standards.

[FR Doc. 97-10123 Filed 4-17-97; 8:45 am]

BILLING CODE 4910-59-P

DEPARTMENT OF TRANSPORTATION

Surface Transportation Board

[STB Docket No. AB-167 (Sub-No. 1174X)]

Consolidated Rail Corporation— Abandonment Exemption—in Crawford County, PA

AGENCY: Surface Transportation Board.

ACTION: Notice of exemption.

SUMMARY: The Board, pursuant to 49 U.S.C. 10502, exempts Consolidated Rail Corporation (Conrail) from the prior approval requirements of 49 U.S.C. 10903 to permit Conrail to abandon a 1.25-mile portion of its Meadville Branch, known as the Dad's Dog Food Company Lead, between milepost 0.00± and milepost 1.25±, in Crawford County, PA, subject to standard employee protective conditions.

DATES: Provided no formal expression of intent to file an offer of financial assistance (OFA) has been received, this exemption will be effective on May 18, 1997. Formal expressions of intent to file an OFA under 49 CFR 1152.27(c)(2)

must be filed by April 28, 1997, petitions to stay must be filed by May 5, 1997, requests for a public use condition conforming to 49 CFR 1152.28(a)(2) must be filed by May 8, 1997, and petitions to reopen must be filed by May 13, 1997.

ADDRESSES: Send pleadings, referring to STB Docket No. AB-167 (Sub-No. 1174X) to: (1) Surface Transportation Board, Office of the Secretary, Case Control Unit, 1925 K Street, N.W., Washington, DC 20423-0001; and (2) John K. Enright, 2001 Market Street—16A, P.O. Box 41416, Philadelphia, PA 19101-1416.

FOR FURTHER INFORMATION CONTACT: Beryl Gordon, (202) 565-1600. [TDD for the hearing impaired: (202) 565-1695.]

SUPPLEMENTARY INFORMATION:

Additional information is contained in the Board's decision. To purchase a copy of the full decision, write to, call, or pick up in person from: DC News & Data, Inc., 1925 K Street, N.W., Suite 210, Washington, DC 20006. Telephone: (202) 289-4357. [Assistance for the hearing impaired is available through TDD services (202) 565-1695.]

Decided: April 14, 1997.

By the Board, Chairman Morgan and Vice Chairman Owen.

Vernon A. Williams,

Secretary.

[FR Doc. 97-10096 Filed 4-17-97; 8:45 am]

BILLING CODE 4915-00-P

DEPARTMENT OF TRANSPORTATION

Bureau of Transportation Statistics

Agency Information Collection; Activity Under OMB Review; Report of Traffic and Capacity Statistics—The T- 100 System

AGENCY: Bureau of Transportation Statistics (BTS), DOT.

ACTION: Notice.

SUMMARY: In compliance with the Paperwork Reduction Act of 1995, Public Law 104-13, the Bureau of Transportation Statistics (BTS) invites the general public, industry and other Federal Agencies to comment on the continuing need and usefulness of collecting market and segment traffic statistics from U.S. and foreign air carriers.

DATES: Written comments should be submitted by June 17, 1997.

ADDRESSES: Comments should be directed to: Office of Airline Information, K-25, Room 4125, Bureau of Transportation Statistics, Department

of Transportation, 400 Seventh Street, SW., Washington, DC 20590-0001.

COMMENTS: Comments should identify the OMB #2138-0040 and submit a duplicate copy to the address listed above. Commenters wishing the Department to acknowledge receipt of their comments must submit with those comments a self-addressed stamped postcard on which the following statement is made: Comments on OMB #2138-0040. The postcard will be date/time stamped and returned to the commenter.

FOR FURTHER INFORMATION CONTACT: Bernie Stankus, Office of Airline Information, K-25, Bureau of Transportation Statistics, 400 Seventh Street, SW., Washington, DC 20590-0001, (202) 366-4387.

SUPPLEMENTARY INFORMATION:

OMB Approval No. 2138-0040

Title: Report of Traffic and Capacity Statistics—The T-100 System.

Form No.: Schedule T-100 and Schedule T-100(f).

Type of Review: Extension of a currently approved collection.

Respondents: U.S. certificated and foreign air carriers.

Number of Respondents: 90 U.S. certificated air carriers 176 foreign air carriers.

Number of Responses: 3192.

Estimated Time Per Response: 10 hours per U.S. air carrier 1.5 hours per foreign air carrier.

Total Annual Burden: 14,000 hours.

Needs and Uses: Air services between the United States and most foreign countries are governed by bilateral aviation agreements. Evaluations of existing bilateral agreements and proposed changes to such agreements are based on a determination of the traffic and revenues between the United States and foreign countries for scheduled passenger and cargo flights as well as charter services. In order to determine conditions of reciprocity and the overall balance of trade, DOT conducts similar analyses for countries with which the United States does not have bilateral aviation agreements. Information used in these analyses includes traffic volume by countries and by city-pairs for passenger and cargo services and the corresponding traffic yields. Data such as passenger and cargo load factors, aircraft seating configurations, cargo capacities, and aircraft unit costs are also used.

Air Carrier Safety

The Department is responsible for monitoring the safety levels and continuing fitness of individual air